



Agenda

- Meeting:** Richmond (Yorks) Area Committee
- To:** Councillors Yvonne Peacock (Chair), Caroline Dickinson (Vice-Chair), Kevin Foster, Bryn Griffiths, David Hugill, Tom Jones, Carl Les, Heather Moorhouse, Stuart Parsons, Karin Sedgwick, Angus Thompson, Steve Watson, David Webster, John Weighell OBE, Annabel Wilkinson and Peter Wilkinson.
- Date:** Monday, 2 March 2026
- Time:** 10.00 am
- Venue:** The Grand - County Hall

This meeting is being live broadcast and recorded (audio/visual) and will be available to view [via our website](#) and uploaded to [our Youtube channel](#).

Business

1. **Apologies for absence**
2. **Minutes of the meeting held on 10 November 2025** (Pages 3 - 10)
3. **Declarations of interest**

All Members are invited to declare at this point any interests they have in items appearing on this agenda, including the nature of those interests.
4. **Update from the MP**
5. **Public questions or statements**

Members of the public may ask questions or make statements at this meeting if they have given notice to Democratic Services (democraticservices.east@northyorkshire.gov.uk) and supplied the text by midday on Wednesday, 25 February 2026, three working days before the day of the meeting. Each speaker should limit themselves to three minutes on any item.

If you are exercising your right to speak at this meeting, but do not wish to be recorded, please inform the Chair who will instruct anyone who may be taking a recording to cease while you speak.
6. **Update on Catterick Integrated Care Campus**

Presentation by the Deputy Place Director, Humber and North Yorkshire Integrated Care Board.
7. **Receipt of a petition for congestion relief on the A6136 in Catterick** (Pages 11 - 30)

8. **Schools, educational achievement and finance annual update** (Pages 31 - 50)
9. **Updates from the previous meeting** (Pages 51 - 52)
To note.
10. **Work programme** (Pages 53 - 54)
11. **Any other items**
Any other items which the Chair agrees should be considered as a matter of urgency because of special circumstances.
12. **Date of next meeting**
Monday, 29 June 2026 at 10am.

Members of the public are entitled to attend this meeting as observers for all those items taken in open session.

You may also be interested in [subscribing to updates](#) about this or any other North Yorkshire Council committee.

Recording is allowed at Council, committee and sub-committee meetings which are open to the public. Please give due regard to the Council's protocol on audio/visual recording and photography at public meetings. We ask that any recording is clearly visible to anyone at the meeting and that it is non-disruptive.

Anyone wishing to record is asked to contact the Democratic Services Officer (details below) prior to the start of the meeting.

Contact Details

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Barry Khan
Assistant Chief Executive
(Legal and Democratic Services)
County Hall
Northallerton

Friday, 20 February 2026

North Yorkshire Council

Richmond (Yorks) Area Committee

Minutes of the meeting held on Monday, 10 November 2025 commencing at 10.00 am

Councillor Caroline Dickinson in the Chair and Councillors Kevin Foster, Bryn Griffiths, David Hugill, Carl Les, Heather Moorhouse, Stuart Parsons, Karin Sedgwick, Angus Thompson, David Webster, John Weighell OBE, Annabel Wilkinson and Peter Wilkinson

Officers present: Andrew Clarke, Public and Community Transport Manager and Nicki Lishman, Senior Democratic Services Officer.

Other attendees:

Yorkshire Ambulance Service Trust - Martin Dodd, Area Operations Manager and Helen Edwards, Assistant Director of Communications and Community Engagement

Arriva - Neil Wise, Operations Manager and Gary Hutchinson, Site Manager Darlington and Durham

Malcolm Warne, representing The Right Hon Rishi Sunak MP

Apologies: Councillors Yvonne Peacock and Steve Watson.

Copies of all documents considered are in the Minute Book

173 Apologies for absence

Apologies for absence were received from Councillor Steve Watson.

174 Minutes of the meeting held on 15 September 2025

That the minutes of the meeting held on 15 September 2025, be confirmed and signed by the Chair as a correct record subject to the following amendment.

Minute number 169 be amended as follows:

It was unanimously agreed that this Area Committee requests a review of the Stokesley community's banking needs by applying to LINK for a banking hub to enable:

- Deposit and withdrawal of cash
- Paying bills
- Checking balances
- Speaking to bank representatives
- Undertaking non-cash bank transactions

Following the meeting it was realised that an assessment of Stokesley's banking needs had been undertaken in March 2025, when the provision of any new or improved cash access services in Stokesley had not been recommended.

175 Declarations of interest

There were no declarations of interest.

176 Public questions/statements

There were three public questions or statements submitted to the committee. Questions 1 and 2 were considered at minute 180 – Discussion session with representatives from Arriva.

Ms Hardie and Ms Hodgson were unable to attend to read their questions, however the questions were considered during the discussion.

1. From Anne Marie Hardie

I am writing to express my deep concern about the continued poor performance of the Arriva X26 bus service, which operates between Colburn and Richmond. This service is a vital link for residents, including students, workers, older people and those without access to private transport. Unfortunately, its reliability has deteriorated significantly, leaving many residents frustrated and isolated.

Buses frequently fail to turn up without notice and when they do, they are often late or overcrowded. The Arriva app is unreliable and fails to provide accurate real-time information, leaving passengers uncertain about whether a bus is coming at all. For many in Colburn, this has made travel for work, education, and essential appointments increasingly difficult.

I urge the Committee to take this matter up with Arriva and the relevant transport officers to explore urgent solutions, such as:

- Holding Arriva to account for the poor reliability of the X26 service
- Requiring better communication and real-time information for passengers
- Considering whether alternative operators or community-based transport schemes could supplement or replace failing services; and
- Reviewing how North Yorkshire Council can better monitor and enforce service standards.

Reliable public transport is not a luxury — it is a necessity for communities like Colburn and the wider Richmondshire area. I hope the Committee will take this issue seriously and work with Arriva to deliver the improvements our residents urgently need.

Thank you for your time and consideration. I look forward to your response and to hearing what action will be taken to ensure the X26 route provides the dependable service our community deserves.

2. From Lorraine Hodgson

Having read the agenda regarding Arriva bus service I would like to add some comments from people who use the service.

My daughter had arranged for transportation to Darlington via the buses and this had to be changed due to the bus app informing her that they were running late. My nephew was unable to take an exam because the bus simply did not turn up. A person in my class was very late due to the service. While chatting about buses one lady said well you cannot rely on them for appointments because they do not turn up and she was paying for taxis.

I have witnessed them broken down and when this happens the people just walk.

Responses to these questions were considered at minute 180.

3. From Chris Johnson

Stokesley volunteers, businesses and Stokesley Town Council are striving to make Stokesley a more vibrant town. The Town Council has recently received a grant of £50,040 from the Mayor of York and North Yorkshire Combined Authority to promote the High Street, aiming to increase footfall all year round, specifically on the non-market days

Stokesley had four banks HSBC, Barclays, Santander and Nat West which are all now closed. There are 3 cash machines, but they are all inside - 2 in the Co-ops and one in Boyes. None are outside.

Stokesley has an ageing population and many need face-to-face help from their bank, including vital support for avoiding scams.

Yarm has just been giving the go ahead for a banking hub and Stokesley is no different. Having a banking hub will help the town to remain vibrant.

The major banking and building societies fund the banking hubs and they owe it to the Stokesley residents and businesses for their loyalty over many years to provide one.

(Question) Please will the committee support my request that the decision not to open a banking hub in Stokesley is reviewed?

Response from the Chair

LINK is the organisation responsible for assessing whether a banking hub is recommended to provide basic banking services to communities, especially in areas where individual bank branches have closed. They are designed to maintain access to essential banking services for people who may not be able to bank online or travel easily to other branches, such as:

- Depositing and withdrawing cash
- Paying bills
- Checking balances
- Speaking to bank representatives

An assessment for Stokesley was done in March 2025 and recommended that no new cash access services were required at that time.

The assessment found that the closest banks were located in Thornaby and Middlesbrough and did not mention any banks or building societies with a physical presence in Stokesley.

A community may request a review of the assessment only in these circumstances:

- You have good reason to care about access to cash services in your area.
- You provide new information that LINK didn't know about and that could change the result.
- You point out mistakes in the initial decision that could change the result.

A request may be made by any individual, group or organisation.

The Chair has recently been contacted by Stokesley Town Council who also supported the introduction of a banking hub.

As Member Champion for Older People, I'm very concerned that people are being pointed to Thornaby or Middlesbrough. We all know from our feasibility study on transport that infrastructure is poor and it would be extremely difficult for them to get to these places.

Based on the facts that are available, on behalf of the committee I would encourage Mr Johnson, the Town Council or anyone else to request a review and ask Members of the

Committee to support that way forward.

During discussion Members agreed that further work be undertaken to identify how the Committee may support those towns and villages who may request that a banking hub be provided.

177 Update from the MP

The Right Hon Rishi Sunak MP provided a written update which was circulated to Members.

His representative, Malcolm Warne, advised Members to submit any questions on the update to him and he would pass these on to the MP.

178 Updates from previous meetings

Transport to Work and Study report

At the mid cycle briefing, Members asked for an update on the above. This was requested from the mayor's office, but no reply was received until 30 October, when apologies were sent to the Committee for the non-response. An update has been requested for the next meeting in March.

The Vice Chair was recently advised by the Mayor that he hopes to run pilots of rural bus franchising. The Vice Chair expressed a hope that Richmond area would be considered due to the recent study produced by the Committee and the Mayor acknowledged receipt of the study.

Resolved

That the Mayor be asked to attend the meeting of the Committee to be held on 2 March 2026 to provide a briefing on the pilots of rural bus franchising.

179 Update from Yorkshire Ambulance Service NHS Trust

Martin Dodd, Area Operations Manager and Helen Edwards, Assistant Director of Communications and Community Engagement, presented a report on the performance and services provided by Yorkshire Ambulance Service Trust within the Richmondshire area of North Yorkshire

It was noted that the TS9 Stokesley and Great Ayton postcode area was not included in the information. Mr Dodd confirmed that those areas are part of the service area and that performance figures for the past 12 months aligned with the data previously circulated.

Members raised questions regarding cross-border ambulance provision, particularly in relation to the North East Ambulance Service (NEAS). It was confirmed that Yorkshire Ambulance Service (YAS) did not routinely report on the number of cross-border responses.

Members sought clarification on decision-making for ambulance deployment in border areas. It was explained that the nearest available resource responds to urgent calls, regardless of service boundaries.

Members expressed interest in data on air ambulance usage and investment in new vehicles, particularly for winter conditions and rural access. YAS confirmed:

- Staffing levels were improving due to reduced attrition and ongoing recruitment.

- A fleet replacement programme was in place, including trials of electric ambulances in urban areas. Rural deployment remains under review due to infrastructure challenges.

The new ambulance station at Thirsk was progressing well and it was expected that the building would be watertight before Christmas. Full operational status was anticipated by the end of the financial year.

Handover times at hospitals were discussed. YAS continued to work with acute trusts to reduce delays and improve response times. Demand for 999 and A&E operations had increased by 1.5% over the past 12 months, but response times had improved due to operational efficiencies.

The Chair thanked Mr Dodd and Ms Edwards for the update.

180 Discussion session with representatives from Arriva

In response to question 1 in minute 176 above Andrew Clarke, Public and Community Transport Manager, NYC gave the following response.

Thank you for your question regarding Service X26/X27. This is a commercial bus route operated by Arriva and not one which is run under contract to the Council. This means that the route and timetable are set by the bus company, and they are responsible for the operation of the route.

North Yorkshire Council doesn't have regulatory powers over commercial bus services as this is the role of the government appointed Traffic Commissioner and the Driving and Vehicle Standards Agency. That said, the council's public transport team work closely with bus companies and managers from Arriva will be attending the Area Committee meeting on 10 November to discuss the operational challenges with the X26/X27 route and the points you have raised. We will then work together to address issues affecting service reliability.

Regarding Real Time Information, NYC will be installing additional digital displays at bus stops across the county over the next few months and will include X26/X27 in this programme.

Neil Wise, Operations Manager and Gary Hutchinson, Site Manager Darlington and Durham, representatives of Arriva attended the meeting.

Mr Hutchinson thanked the committee for the invitation and hoped that attendance at this meeting would be instrumental in building a better-informed working relationship with the Council.

Members agreed that effective communication between all parties - including bus operators, user groups, and council departments - was critical to delivering reliable services. The committee hoped that council services engaged constructively with Arriva as a key public transport partner.

The Arriva representatives went through the questions submitted by Members and replied as follows:

- The Arriva bus app could not be updated with breakdowns or delays once the bus journey had started. In addition, there were a number of blackspots where GPS did not work.
- X26 and X27 was a priority service, and no services were lost due to staffing issues.

However, Councillors appreciated that breakdowns or delays could not be planned for in advance.

- Delays and breakdowns could impact on legally mandated drivers' hours

There were a number of reasons for delays to the services including:

- Traffic flow through the Catterick/Colburn corridor and A6136 was worsening, and there were frequent delays on the A1. Arriva were considering reviewing the timetable to improve services across the area.
- Road closure notification notices sent by NYC Highways may advise of a lengthy period when works may take place, rather than specific dates

Arriva were liaising with Councillor Kevin Foster regarding the issues at Colburn and the A6136.

The length of time it could take to get into and out of a local supermarket in Catterick was causing considerable delays, which could add approx. 15 minutes onto the journey. In addition, there were no raised kerbs at the stops within the car park and other safety concerns, which impacted the service.

Mr Hutchinson assured the Committee that a considerable amount of work was taking place in the background, particularly regarding timetables and reviews of current routes.

Arriva's commercial and engineering teams were looking at methods to improve reliability, including the provision of electric buses to serve the more urban routes, which would enable existing better vehicles will be available for rural routes.

Additional questions included:

- Regarding reliability and how improvements may be made to notify passengers of any delays. Arriva acknowledged the issue and asked that Councillors encourage the reporting of any issues/concerns to Arriva, to help inform next steps.
- The Public and Community Transport Manager reminded the Committee of the imminent installation of real time information displays at bus stops across the county.
- It was confirmed that Arriva were in receipt of a subsidy
- Arriva advised that they could reconsider some routes include villages, such as Middleton Tyas

Members also considered the issues regarding alternatives to the supermarket stops in Catterick and the demands on the road network, such as the traffic lights at Scotch Corner.

The Committee asked whether the local Highways area offices could send similar notifications of road works as they send to parish councils.

The Chair thanked Mr Wise and Mr Hutchinson for the information provided and for the opportunity to build a positive working relationship.

181 Update on Catterick Integrated Care Centre

The representative from NHS Humber and North Yorkshire Integrated Care Board was unable to attend the meeting.

Resolved

To request an update to be presented to the meeting of the committee to be held on 2

March 2026.

182 Work programme

Members requested information on a number of items as follows:

- An update on workload and resources of the Planning team serving this Committee's area.
- A684, Morton Flatts, River Swale flooding update
- Adherence by contractors to the terms of Streetworks permits
- An update from Waste and Streetscene Operations with particular reference to litter and dog waste bin emptying, removal of litter bins

183 Any other items

There were no urgent items of business.

The meeting concluded at 11.30 am.

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North Yorkshire Council

Richmond (Yorks) Area Committee

2 March 2026

Receipt of petition for congestion relief on the A6136 in Catterick

Report of the Assistant Chief Executive (Legal and Democratic Services)

1.0 Purpose of the report

- 1.1 To advise of a petition containing more than 500 signatures.
- 1.2 To ask the Area Committee to consider a response.

2.0 The petition

2.1 A combined paper and electronic petition has been received by North Yorkshire Council and contains 1028 signatures of people who live, work or study in the county.

2.2 The petition, which is also available on [the Council's website](#) reads as follows:

“We call for urgent action to deliver improvements to the Key Route Network in Colburn and Hipswell. The daily congestion is hugely disruptive to people who live and work here. It is harmful to the local economy, it is harmful to health, and it is harmful to the education of local children.

We call for investment in a relief road in any places where lower cost forms of improvements cannot alleviate congestion.

We call for investment to create better bus services with access to enough road capacity so that our buses can run to timetable throughout the day.”

The full text of the petition is included as appendix A

2.3 The petition was submitted to the Leader of North Yorkshire Council and to the Mayor of York and North Yorkshire.

2.4 The petition was taken to a meeting of the Combined Authority (CA) on 23 January 2026 to consider a response, as outlined in the committee report attached at appendix B.

2.5 During the discussion Councillor Carl Les advised that that the petition was also addressed to him as Leader of North Yorkshire Council and he had raised the issue with the local MP, who had offered to host a round table discussion with the council, the Combined Authority, the Ministry of Defence and defence estates to consider a way forward.

2.6 The CA's decision was to refer the petition to the next meeting of the Transport Advisory Board for further discussion as shown at CA24-79 in the minutes attached at appendix C.

3.0 The Council's arrangements for receiving and responding to petitions

3.1 The key features of the Council's arrangements for receiving and debating petitions, as published on the Council's website, are as follows:

- Receipt of the petition is published on the Council's website (which has been done in the case of this petition).
- If a petition contains 500 or more signatures (but less than 30,130 signatories), it will be scheduled for debate at the next meeting of the appropriate Area Committee.
- The petition organiser is offered the opportunity to speak for five minutes at the Area Committee meeting to present their petition. Subsequently, at the meeting, the petition will be discussed by Councillors for a maximum of 15 minutes, and a decision will be made on how to respond to the petition.
- Possible responses by the Council to petitions, as shown on the website, are:
 - (a) to take the action requested by the petition
 - (b) not to take the action requested for reasons put forward in the debate
 - (c) to commission further investigation into the matter, for example by a relevant committee; or
 - (d) where the issue is one on which the council Executive is required to make the final decision, the council will decide whether to make recommendations to inform that decision.
- The petition organiser will receive written confirmation of this decision. This confirmation will also be published on the website.

3.2 In accordance with the arrangements described above, the petition organisers have been invited to join today's meeting to present their petition.

4.0 Officers' comments regarding the petition

4.1 Officers from the Council's Highway Development Management & Adoption Team and Transport Planning Team have provided the following information.

4.2 The last time that the network in this location was examined holistically and strategically was as part of Richmondshire District Council's (RiDC) Local Plan work in 2018-2020. At the time, a number of traffic surveys were undertaken in the area surrounding Catterick, including the A6136, and the information gathered was used for the creation of a strategic traffic model to help understand the impacts of future development on the existing highway network and plan appropriate mitigation.

4.3 The model, which also incorporated military movements, identified several junctions on the route where capacity was neared in future years as a result of development and this was verified by a more detailed analysis of those specific junctions.

4.4 The model used industry standards and analysed the average hourly flows on the network. The outputs were that, with mitigation at several junctions, the scale of development proposed at that time could be mitigated successfully through amendments within the existing highway network and surrounding land. Notwithstanding this, it is acknowledged that the lived-in experience is that at times, the network in Catterick is under strain but this is exacerbated at peak times and associated with specific events in the vicinity. Using standard analysis, it is clear that whilst subject to observable queues and delays, traffic does continue to move through the junctions at a rate which is not substantial enough to be picked up by WEBTAG compliant modelling platforms (the national standard).

4.5 The modelling indicates that most trips on the network are to destinations along the route, meaning they are internal journeys within Catterick and Colburn rather than through traffic. Consequently, a relief road or bypass would have limited impact in reducing perceived

network strain. The modelling shows that, at best, a bypass would displace that traffic to other access routes towards the town.

- 4.5 For that reason, a modal shift toward walking, wheeling and cycling for short journeys is encouraged as this is a viable way of reducing trips on the network at the busier times. Infrastructure is available on the route to support the switch to walking, wheeling and cycling for shorter journeys though we recognise that, in places, improvements could be made or new links delivered which would ease the strain on the network at busier times. Proposals for future improvements can be found in our Local Cycling and Walking Infrastructure Plan for Catterick ([Local Cycling and Walking Infrastructure Plans \(LCWIPs\) | North Yorkshire Council](#)) though we do not have delivery funding at this time.
- 4.7 Although work on the Richmondshire Local Plan has now been overtaken by the emerging North Yorkshire Local Plan and was undertaken out to support development planning, it still provided a useful indication of the network's capacity at that time. It also offers a reference point for assessing planning applications that come forward in the interim.
- 4.8 Looking forward, the North Yorkshire Local Plan will need to understand the impacts of development upon the existing highway network. It is not required that developers address existing issues, but rather that they mitigate their own impacts.

5.0 Comments on the options available to Members:

5.1 The petition requests:

1. urgent action to deliver improvements to the Key Route Network in Colburn and Hipswell.
2. investment in a relief road in any places where lower cost forms of improvements cannot alleviate congestion.
3. investment to create better bus services with access to enough road capacity so that buses can run to timetable throughout the day.

5.2 As set out at 3.1, there are four options available to Members:

- Option A: that the Richmond (Yorks) Area Committee supports the action requested by the petition.
- Option B: to not take any action for reasons put forward in the debate.
- Option C: to support the York and North Yorkshire Combined Authority's decision to refer the petition to the next meeting of its Transport Advisory Board for further discussion and the MP's offer to host a round table discussion with the council, the Combined Authority, the Ministry of Defence and defence estates to consider a way forward.
- Option D: does not apply in this instance.

5.0 Recommendations

5.1 That the Committee notes the petition and considers a response.

Barry Khan
Assistant Chief Executive (Legal and Democratic Services)
County Hall
Northallerton

Author of report: Nicki Lishman, Senior Democratic Services Officer

Background document: North Yorkshire Council's petitions information and advice, available on the Council's website [Petitions | North Yorkshire Council](#)

HIPSWELL & COLBURN CALL FOR CONGESTION RELIEF ON THE A6136



**PETITION TO THE MAYOR OF YORK AND
NORTH YORKSHIRE & THE LEADER OF
NORTH YORKSHIRE COUNCIL**

Petition calling for congestion relief on the A6136 in Catterick

Dear Mayor Skaith and Councillor Les

I have spoken many times about the congestion problems on A6136, and I'm sure you're aware of my opinion that these problems are in urgent need of attention. My opinion is shared by the many residents of my community who have signed my petition calling for action.

This petition (the text of which is copied below) is jointly addressed to you as leaders of the two organisations which are best placed to take action, namely the Combined Authority and North Yorkshire Council.

PETITION TO THE MAYOR OF YORK AND NORTH YORKSHIRE & THE LEADER OF NORTH YORKSHIRE COUNCIL

We call for urgent action to deliver improvements to the Key Route Network in Colburn and Hipswell. The daily congestion is hugely disruptive to people who live and work here. It is harmful to the local economy, it is harmful to health, and it is harmful to the education of local children.

We call for investment in a relief road in any places where lower cost forms of improvements cannot alleviate congestion.

We call for investment to create better bus services with access to enough road capacity so that our buses can run to timetable throughout the day.

HIPSWELL AND COLBURN DESERVE BETTER

Copies of the 1,028 signatory details are attached. Of these, 972 were collected online by promoting the petition on local social media groups and 56 were collected in person as "wet ink" signatures. Any duplicate entries have been removed. The signatories are local residents whose daily lives are being blighted by severe congestion on the A6136 road between the A1 and Catterick Garrison which the Council and Combined Authority designated as a KEY ROUTE.

By definition, transport problems on a KEY ROUTE should be an investment priority and my community believes that investment is urgently needed. My community is fed up with:

- Having to leave ridiculously early for work, school or medical appointments so they can beat the traffic
- Their busses getting delayed or cancelled because of congestion
- The pollution caused by gridlocked traffic: and
- The daily problems traffic jams cause for us and our families, our workplaces, and our businesses.

I look forward to your response to this petition which I will share with my residents.

You can be assured that I will be continuing to press for an action plan which will end the daily misery on the A6136 until the problems are resolved.

Yours sincerely

Kevin Foster
North Yorkshire Councillor for Hipswell and Colburn

COMBINED AUTHORITY MEETING

23 JANUARY 2026

**RECEIPT OF PETITION - HIPSWELL AND COLBURN CALL FOR CONGESTION
RELIEF ON THE A6136**

Report of the Head of Governance

1.0 Purpose of the Report

1.1 To present a petition submitted to the Mayor by Councillor Kevin Foster, North Yorkshire Council, calling for congestion relief on the A6136 in Catterick.

2.0 Recommendations

2.1 To consider a response to the petition.

3.0 Background

3.1 A petition has been submitted by Councillor Kevin Foster on behalf of residents in Hipswell and Colburn, calling for urgent action to address severe congestion on the A6136 between the A1 and Catterick Garrison. The petition, jointly addressed to the Mayor of York and North Yorkshire and the Leader of North Yorkshire Council, highlights the following concerns:

- Daily congestion on the A6136 is disruptive to residents and businesses.
- Negative impacts on health, education, and the local economy.
- Issues with bus reliability due to traffic delays.
- Increased pollution from gridlocked traffic.

3.2 The petition calls for:

- Investment in improvements to the Key Route Network in Colburn and Hipswell.
- Consideration of a relief road where lower-cost measures cannot alleviate congestion.
- Better bus services supported by sufficient road capacity.

3.3 The petition has 1,028 signatories, with 972 collected online, and 56 gathered in person.

3.4 It should be noted that the Combined Authority currently does not have a formal petition scheme within its Constitution, but this will be proposed as part

of the forthcoming Constitution Review. It is therefore for the Combined Authority to determine a response to this petition.

4.0 Petition Request

4.1 The petition submitted states:

“We call for urgent action to deliver improvements to the Key Route Network in Colburn and Hipswell. The daily congestion is hugely disruptive to people who live and work here. It is harmful to the local economy, it is harmful to health, and it is harmful to the education of local children.

We call for investment in a relief road in any places where lower cost forms of improvements cannot alleviate congestion.

We call for investment to create better bus services with access to enough road capacity so that buses can run to timetable throughout the day.”

5.0 Financial and Procurement Implications

5.1 There are no financial implications arising directly from this report.

6.0 Legal Implications

6.1 There are no legal implications arising directly from this report.

7.0 Equalities Implications

7.1 There are no equalities implications arising directly from this report.

8.0 Human Resources Implications

8.1 There are no human resources implications arising directly from this report.

9.0 Environmental Implications

9.1 There are no environmental implications arising directly from this report.

10.0 Combined Authority Areas Impacted (Council Areas/Wards/Divisions)

10.1 Hipswell & Colburn Division, Catterick Village & Brompton on Swale Division, and Scotton & Lower Wensleydale Division, North Yorkshire Council.

11.0 Recommendations

11.1 To consider a response to the petition.

12.0 Reasons For Recommendations

12.1 Member decision – not applicable.

13.0 Contact Details

For further information please contact the authors of this Report.

Author

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Report approved:	Rachel Antonelli
Date:	14 January 2026

Background papers – Petition

Appendices –

- Appendix 1 – Petition introduction (minus signatures)

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York and North Yorkshire Combined Authority

Minutes of the meeting held at Hudson Room, West Offices, York on Friday 23rd January 2026 commencing at 10.30 am

Present: Mayor David Skaith in the Chair, Councillor Carl Les OBE, Councillor Claire Douglas, Councillor Peter Kilbane and Councillor Gareth Dadd

In attendance: Jo Coles, Deputy Mayor for Policing and Crime, and Councillor Kevin Foster

Officers In attendance:

YNYCA - James Farrar, Mike Russell, Rachel Antonelli, Paul Clark, Andrew Leeming, Claire Robinson and Ben Walters

NYC - Richard Flinton and Elizabeth Jackson

CYC - Ben Murphy

CA24-74 Apologies for Absence

There were no apologies for absence from members of the Combined Authority. Apologies had been received from the Director of Economy, Andy Kerr, and the Head of Business and Innovation, David Ryden. Apologies had also been received from the Chief Operating Officer of City of York Council, Ian Floyd, it was noted that Ben Murphy was attending in his place.

CA24-75 Minutes of the meeting held on 28 November 2025

The minutes of the meeting of the Combined Authority held on 28 November 2025 were approved as a correct record and signed by the Mayor.

CA24-76 Declarations of Interest

There were no declarations of interest.

CA24-77 Public Participation

There were no questions or statements from members of the public.

CA24-78 Mayor's Update

The Mayor provided an update on his activities since the last meeting of the Combined Authority.

The Mayor wished everyone a Happy New Year which had started well with the announcement of Northern Powerhouse Rail the previous week. He and Councillor Douglas had attended the press launch in Leeds and welcomed the role York would play in improving connectivity across the North. A faster, turn-up-and-go service between York, Leeds, Bradford and Sheffield, and eventually onwards to Manchester and Liverpool, would open up many more opportunities for people across the region. It

also strengthened the case for local priorities, such as establishing two trains per hour between York and Scarborough.

The Mayor had signed a compact with the Transport Secretary, Heidi Alexander, establishing York's place as part of a new Northern Growth Corridor stretching from Liverpool through Manchester, Sheffield and Leeds to York. The Mayor had continued to represent the region on the national stage, including The Great North, a collaboration of Northern Mayors, followed by UK Mayors, the mayoral equivalent of the LGA, and finally the Mayoral Council.

The Mayor had remained in close contact with the Department for Transport on the delivery of Haxby - York North Station and was pleased that, after over a year of lobbying, it had been announced that Thirsk would be included in the Access for All Scheme, the only station in Yorkshire to receive funding in that round and the government's commitment was welcomed.

The Mayor continued to visit community organisations and businesses across the region, including those that had received funding through Mayoral Investment Funds. A particular highlight had been Ryedale Special Families; having visited during its construction, the building was now open and in use construction having been supported by the Community Building Fund. Other highlights included the WOW on Walmgate in Malton, the Chain Lane Community Hub in Knaresborough and the High Street project on Walmgate, York.

The Mayor had continued to engage with visitor economy groups in the region following the announcement of the Overnight Visitor Levy. He had met the Scarborough Tourism Board, the York Tourism Advisory Board and Hospitality Association York. In the coming weeks he would meet their equivalents in Skipton, Ripon, Harrogate and Northallerton and would continue working with them to ensure the levy worked well for the region.

The Mayor had hosted the first regional Faith Leaders Roundtable in December to discuss community cohesion and hate crime incidents, and he thanked his Deputy Mayor for Policing, Fire and Crime, Jo Coles, for her support with that valuable work. While trying to keep travel outside the region to a minimum, the Mayor had visited the Health on the High Street project in Barnsley to see how Barnsley Council and the NHS hospital trust had worked together to combine high street regeneration with improved access to diagnostic healthcare and he believed a similar approach would work well in many North Yorkshire communities. He welcomed the engagement from both local authorities and health bodies in developing a model suitable for York and North Yorkshire. The Mayor had spoken at the Food, Farming and Countryside Commission's Oxford Farming Conference Welcome Dinner, where he had promoted the work of the Grow Yorkshire Partnership and the role devolution could play in improving outcomes for farmers.

Finally, the Mayor had visited Leeds that week to launch the White Rose Forest Partnership, planting the first of 134 million new trees in West and North Yorkshire with Mayor Tracy Brabin.

Councillor Gareth Dadd welcomed the announcement on improved accessibility at Thirsk station and members thanked the Mayor for his work which was leading to delivery on Combined Authority commitments.

CA24-79 Receipt of Petition - Hipswell and Colburn Call For Congestion Relief on the A6136

Considered – A report of the Head of Governance presenting a petition which had been submitted to the Mayor by Councillor Kevin Foster of North Yorkshire Council, calling for congestion relief on the A6136 in Catterick and requesting Members consider their response to the petition.

The petition stated:

“We call for urgent action to deliver improvements to the Key Route Network in Colburn and Hipswell. The daily congestion is hugely disruptive to people who live and work here. It is harmful to the local economy, it is harmful to health, and it is harmful to the education of local children.

We call for investment in a relief road in any places where lower cost forms of improvements cannot alleviate congestion.

We call for investment to create better bus services with access to enough road capacity so that buses can run to timetable throughout the day.”

Councillor Kevin Foster then spoke to present his petition on behalf of residents concerned about traffic conditions on the A6136, particularly in relation to safety, reliability and the impact of existing and planned development. While the designation of the A6136 as part of the Key Road Network was welcomed, it was stated that this now required coordinated, long-term action from all partners. While some funding had been made available for improvements in Colburn, this was insufficient to address the underlying issues. Concerns were also raised about the reliability of the hourly bus service, which provided the only public transport link to Richmond and Darlington. In the short term a request was made for funding to support a 30-minute service while longer-term highway solutions were developed. The petition called for joined-up planning and clear action to deliver lasting improvements for the area.

Councillor Carl Les advised that the petition was also addressed to him as Leader of North Yorkshire Council and he had raised the issue with the local MP, who had offered to host a round table discussion with the council, the Combined Authority, the Ministry of Defence and defence estates to consider a way forward.

The Mayor acknowledged the harm to communities caused by congestion and advised that from next year the Mayoral Transport Fund would include an element of funding for congestion relief. The Mayor then moved that the petition be referred to the Transport Advisory Board for further discussion and at the request of Councillor Foster also agreed to look into the feasibility of a 30 minute frequency bus service.

Resolved (unanimously)

That the petition be referred to the next meeting of the Transport Advisory Board for further discussion.

CA24-80 Mayoral Investment Challenge Funds and Moving Forward Update

Considered – A report of the Director of Economy providing an update on the overall progress of the four Mayoral Challenge Funds and the three Mayoral funded programmes under the Moving Forward Campaign.

The Senior Programme Manager, Claire Robinson, presented the report on the £35m of investment put forward by the Mayor, and made the following key points:

- All seven programmes were now live and operating to their agreed profiles.
- Two rounds of export grants under the Business Innovation Fund had been launched, with 48 businesses in round one and positive engagement across the region.
- 19 projects were being supported under the Carbon Negative Challenge Fund, including the SeaGrown project in Scarborough.
- The Vibrant and Sustainable High Streets Fund had committed over £2.3m to 38 projects across Rounds 1 and 2, with Round 3 open for applications. Scarborough, Skipton and Selby were highlighted as having benefited from the Fund.
- The Men’s Mental Health programme “Shift Your Focus” had been launched, with 79 applications received from large and small organisations.
- Next steps for the Active Travel fund were outlined, including an open call for applications commencing February 2026.

The Mayor noted the positive impact on communities and referred to the newly launched Dragons’ Den style business innovation support for small businesses.

Resolved (unanimously)

That the update set out in the report on the delivery of programme activity under the Mayoral Investment Fund be noted.

CA24-81 York and North Yorkshire Combined Authority Established Status Application to the MHCLG

Considered – A report of the Chief Executive setting out the benefits and criteria for designation as an Established Mayoral Strategic Authority (EMSA) and seeking approval for the Mayor to write to the MHCLG Secretary of State at the earliest possible opportunity to apply for EMSA status.

The Chief Executive, James Farrar, explained that EMSA status conferred the strongest form of devolution available and was a prerequisite for an Integrated Settlement, bringing together multiple funding streams with greater flexibility and a clearer outcomes framework. He confirmed that the Combined Authority met the published criteria for application: it had been in existence with a directly elected Mayor for at least 18 months; it had a published Local Assurance Framework approved by Government; and it was not subject to any Best Value notice or material accounting concerns. He added that the Government had invited established areas to access specific funding opportunities directly, citing the £30 million Local Innovation Partnership allocations, whereas non-established areas were required to bid competitively for smaller pots.

The Mayor expressed support for the application, which would bring more discretion on how to spend funding and mean less time would be spent on bidding for individual funds. It was noted that any future decision to enter into an Integrated Settlement would need to return to the Combined Authority for approval. Members welcomed the opportunity to apply for EMSA status and the advantages that increased devolution could bring.

Resolved

That the Combined Authority:

- 1) Endorses the case for seeking the designation as an Established Mayoral Strategic Authority.
- 2) Delegates authority to the Chief Executive and Head of Paid Service in consultation with the Mayor to oversee the preparation and submission of the application for the York and North Yorkshire Combined Authority to become an Established Mayoral Strategic Authority.
- 3) Supports the Mayor applying in January 2026 for the York and North Yorkshire Combined Authority to be designated with Established Status.

CA24-82 Grow Yorkshire Renewed

Considered – A report of the Director of Economy which provided an update on the reconstitution of Grow Yorkshire as an Expert Advisory Panel on Agriculture, Food and Rural Businesses and Communities, including an overview of the programme's evolution, proposed structure and next steps.

The Head of Strategy, Andrew Leeming, advised that Grow Yorkshire had been created in 2019 by the Local Enterprise Partnership and had a broad membership of food and farming interests. A 2025 Farm Study showed that 52% of farms were not economically sustainable and intervention was required. A strategic framework was proposed setting out how a more resilient sector could be created, looking at sustainability and food security and also supporting thriving rural communities. The proposed expert advisory panel would broaden the current membership of Grow Yorkshire, along with a food and farming delivery network supporting engagement with stakeholders.

Jan Thornton, the Acting Chair of Grown Yorkshire, attended the meeting and made a statement in support of the proposals:

One of the key aims of the Mayor is to transition farms to be economically and environmentally sustainable, and improve the health, wellbeing and safety of rural communities.

I'm sure you will all be very familiar with the challenges facing farmers in recent years. Many now realise that they need to diversify in order to survive.

Grow Yorkshire Network members will be well placed to both identify good practice which may be happening elsewhere as well as enable the Combined Authority to continue to be an exemplar at the forefront of leading on and demonstrating focussed support and advice to the agricultural sector, particularly in conjunction with the assets in Agritech and R&D within the region.

The newly refreshed Network will be able to provide a vast range of expertise and advice to the Combined Authority but will also play an important part in ensuring that all key players in the sector are working collectively to encourage

their respective members to get involved and undertake any new initiatives being developed.

With positive mechanisms in place such as via the Grow Yorkshire Network, associated organisations, and opportunities for public engagement, I would like to think we can build greater enthusiasm for further devolution. People are more likely to engage when they can see that support and help is being provided to encourage and enable them to thrive.

Connectivity and networking, meeting and knowing the right people to collaborate with and share ideas and information, is vital when trying to improve local services. There are so many different groups focussing on specific needs within communities, that having a key Network with a shared ambition which can pass on good practice or identify barriers will be advantageous.

Healthy vibrant rural communities need to have their housing needs met adequately and accessible local jobs, for there to be a thriving economy.

To achieve this, local job creation and thriving rural businesses are very important. There are lots of new and innovative ideas starting to develop, including a desire to raise the profile of small artisan locally sourced products as well as get local food into the public sector supply chain, which can help reduce our carbon footprint.

Jo Coles, Deputy Mayor for Policing and Crime, acknowledged the importance of partnerships in the rural economy, including in relation to dealing with rural crime, and referred to the critical role farmers and the rural community had played in responding to the Langdale Moor fire. It was confirmed that there would be linkages with the Business Board and that Grow Yorkshire would build on the work of the Rural Commission established by North Yorkshire Council five years ago.

Resolved (unanimously)

That the Combined Authority:

- 1) approve the reconstitution of Grow Yorkshire as the Expert Advisory Panel on Agriculture, Food and Rural Businesses and Communities.
- 2) endorses the continued use of the Grow Yorkshire brand for a delivery network that involves key partners involved in delivering practical programmes across the region related to food and farming.
- 3) notes the future development of business cases for food and farming activities, to be developed by the Food and Farming Lead with guidance from the panel.

CA24-83 Innovation Framework Development - Positioning York and North Yorkshire for National Investment

Considered – A report of the Director of Economy providing an update on the strategic development of York and North Yorkshire's Innovation Framework, including progress on the Innovate UK (IUK) Local Action Plan, the regional Innovation Strategy and the Local Innovation Partnership Fund (LIPF) bid. Endorsement was sought for the

proposed approval process and the Combined Authority's convening role in driving innovation-led growth was confirmed.

The Head of Strategy, Andrew Leeming, stated that the framework was based around (i) developing an Innovate UK action plan aligning to the Local Growth Plan and setting out what actions would be taken, (ii) convening an innovation leadership alliance of universities, businesses and local authorities, known as a triple helix, and (iii) establishing a task and finish group overseen by the Business Board to ensure that business voices are heard in the discussion. An Innovation Strategy would then be presented to the Combined Authority in the summer. It was confirmed that the University of York would lead the region's Local Innovation Partnership Fund (LIPF) bid, with the Combined Authority providing strategic oversight as the accountable public authority.

Resolved (unanimously)

That the Combined Authority:

- 1) Endorses the York and North Yorkshire Innovation Framework.
- 2) Delegates approval to the Director of Economy in consultation with the Mayor for the final approval of the Innovate UK Local Action Plan
- 3) Notes that the regional Innovation Strategy will be brought to a future Combined Authority meeting for approval.
- 4) Endorses the University of York's submission of the region's Local Innovation Partnership Fund bid, that will be developed in partnership with the Combined Authority and other key stakeholders.

CA24-84 Draft Mayor's General Budget and Precept Proposals

Considered – A report of the Mayor of York and North Yorkshire setting out the draft proposals for the Mayor's General Budget and precept proposals for 2026/27 for consideration by the Combined Authority before final approval by the Combined Authority on 6 February 2026. Powers and responsibilities relating to Fire and Rescue services across North Yorkshire fell within the Mayor's general powers and the Mayor's General Budget was managed directly by the Mayor, working with the Combined Authority, to ensure regional needs and priorities were met. The proposals for 2026/27 solely comprised budgets for the North Yorkshire Fire and Rescue Service, which had previously fallen to the North Yorkshire Fire and Rescue Authority.

In introducing the report the Mayor made the following key points:

- The proposed Mayoral General Precept was set out at paragraph 3.7 and was budgeted to raise £38.2m of income for the Fire Service. This equated to a precept charge of £116.62 for a Band D property, which was £9.72 per month, a £9.60 (80p per month) increase compared to the Fire and Rescue Authority precept levied in 2025/26.
- The proposal had been shaped by three principles: applying the minimum possible burden on local taxpayers; maintaining effective, well-managed public services that kept people safe and delivered value for money; and delivering on agreed local priorities, including road safety.

- Over 2,600 responses had been received to the public consultation, 57% of respondents supported a precept at this level. A value for money letter from the Chief Fire Officer had also been considered, which set out his view of the impact the precept would have at each of the proposed values.
- The Langdale Moor fire had put a strain on the finances of the fire service. The capital investment programme was also a factor with four new fire stations and 16 new appliances being provided.
- The Mayor and Deputy Mayor continued to lobby the Housing Secretary in relation to the local government finance settlement, calling for fire authority funding to reflect our rural needs.
- The North Yorkshire Police, Fire and Crime Panel had considered and endorsed unanimously the proposals at its meeting on Wednesday.

The Director of Resources and s73 officer, Mike Russell, confirmed that the purpose of the report was to meet the Mayor's statutory requirement to present the draft budget before 31 January as part of the budget setting process providing an opportunity to review and comment on the proposals before they were finalised. Final approval of the budget would take place on 6 February 2026 once the Mayor had formally considered any feedback received from the Panel and the Combined Authority.

The recent Local Government Finance Settlement confirmed a reduction of almost 25% in Government grant funding for North Yorkshire Fire and Rescue Service over three years, which was equivalent to around 6.5% of the Service's overall budget and which created a structural gap that could not be bridged through efficiencies alone. The proposed precept increase would raise £38.2m next year which would ensure the service could remain financially stable. Appendix 5 of the report set out the legal process for approval of the Mayor's draft General Budget.

Councillor Dadd referred to the historically low precept base, the challenges set up in the Medium-Term Financial Plan and the 25% cut in government funding over 3 years, and it was confirmed that the change in settlement had affected the precept calculation for 2026/27. Had previous assumptions remained in place, financial modelling would have aligned with the earlier proposal for a £6 increase. Councillor Dadd confirmed that he was not critical of the Mayor or Deputy Mayor's actions, only the Government, in relation to the settlement and resultant funding situation.

The Mayor and Deputy Mayor referred to the operational pressures faced during the Langdale Moor wildfire, the largest in living memory in the area and observed that it had required every regional appliance and national assistance, and that without last year's precept decision the Service's financial position would have been untenable. An invoice for £2.8m had been submitted to the government under the Bellwin scheme to recover costs incurred. The Deputy Mayor agreed to circulate assurances provided by the Chief Fire Officer regarding efficiency and value for money and that was welcomed by Members.

Resolved (unanimously)

That the Combined Authority:

- 1) Support the Mayor's proposal to implement a Mayoral General Precept of £116.62 (Band D) comprising Fire and Rescue Functions.

- 2) Note the proposed Mayor's General budget for 2026/27 set out in this report (including used of reserves) together with the calculation of the precepts and Council Tax rates set out therein.
- 3) Note the proposed overall budget for the Fire and Rescue Service for 2026/27 covered by the Mayoral Precept and the medium-term financial position for the Fire and Rescue Service
- 4) Consider whether they would wish to submit any written comments to the Mayor in line with the Legal Process and Timeline outlined at Appendix 5 of this report
- 5) Note that at its meeting on 6th February 2025 the budget will be resubmitted for approval with any updates and changes to funding that may arise as a result of clarification of funding and settlements.

CA24-85 Forward Plan

Considered – The Combined Authority's Forward Plan was presented.

Resolved

That the Forward Plan be noted.

The meeting concluded at 12.11 pm

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**North Yorkshire Council
Richmond Area Committee**

2 March 2026

Schools update

1.0 Purpose of the Report

1.1 To inform Members of the local educational landscape, educational achievement and the financial challenges which affect schools in the Richmond committee area.

2.0 Local educational landscape

2.1 As of 31 August 2025 there was a total of 72 schools and academies within the Richmond Committee area. The table below shows the number of schools and academies in both the county as a whole and the Richmond committee area by school type.

Summary of schools' status – 31 August 2025

	Schools in North Yorkshire		Schools in Richmond AC	
Primary Maintained	158	53.6%	40	64.5%
Primary Academy & Free School	137	46.4%	22	35.5%
Total	295		62	
Secondary Maintained	12	28.6%	3	42.9%
Secondary Academy	30	71.4%	4	57.1%
Total	42		7	
Special Maintained	5	50%	1	50%
Special Academy	5	50%	1	50%
Total	10		2	
PRU Maintained	4	80%	1	100%
PRU Academy	1	20%	0	0%
Total	5		1	
Total maintained	179	50.9%	45	62.5%
Total Academy	173	49.1%	27	37.5%
Overall Total	352		72	

3.0 School standards

3.1 School Ofsted judgements

From September 2024, inspections of state-funded schools no longer include a judgement on overall effectiveness. The judgements for the four areas inspected under the previous inspection framework, as at 31 August 2025, are shown in the tables below:

% Good or Outstanding

Quality of Education

	Primary	Secondary	Special
National	86%	73%	77%
North Yorkshire	90%	72%	83%
Richmond	95%	67%	NA

Behaviour and Attitudes

	Primary	Secondary	Special
National	96%	85%	89%
North Yorkshire	96%	72%	83%
Richmond	100%	83%	NA

Personal Development

	Primary	Secondary	Special
National	98%	89%	91%
North Yorkshire	98%	83%	100%
Richmond	100%	83%	NA

Effectiveness of Leaders

	Primary	Secondary	Special
National	91%	82%	84%
North Yorkshire	95%	80%	100%
Richmond	98%	71%	100%

Similarly, 100% (28 of 28) of the childcare establishments (childcare in non-domestic premises) which have had an Ofsted inspection in the committee area were 'Good' or 'Outstanding'. The rate in North Yorkshire was 97% at the same time.

3.3 Attainment overall

In primary schools, performance across North Yorkshire in the Early Years (Early Years Foundation Stage Profile) has continued to be above national benchmarks. Attainment of children at Key Stage 2 fell this year and is lower than North Yorkshire and national. In secondary schools the percentage achieving a grade 5 or above in both English and Maths (Basics) improved in 2025 but is still below national benchmarks.

3.4 Early Years Foundation Stage Profile (EYFSP)

In 2025, 71.2% of children in the committee area achieved a Good Level of Development. An in-year comparison of EYFSP outcomes with LA and national figures (see table below) shows a higher proportion of pupils gaining a GLD compared with National, but lower than the North Yorkshire's overall picture.

Early Years Foundation Stage Profile – percentage achieving a good level of development			
	Richmond	North Yorks	National
2022	70.4%	68.3%	65.2%
2023	71.2%	70.3%	67.2%
2024	71.2%	71.2%	67.7%
2025	69.2%	70.6%	68.3%

3.5 Key Stage 2

In 2025, 57.3% of children in the committee area achieved the expected standard in reading, writing and maths, which is higher than the North Yorkshire average but below the national comparable figure. An comparison of KS2 attainment with LA and national figures is shown in the table below.

Key Stage 2 - percentage achieving the expected standard or above in reading, writing and maths combined.			
	Richmond	North Yorks	National
2022	52.2%	56.6%	58.9%
2023	53.1%	56.1%	60.0%
2024	58.6%	58.2%	61.3%
2025	57.3%	59.6%	62.1%

3.6 Key Stage 4

The average Attainment 8 score, which measures the achievement of a pupil across eight qualifications, was 42.0 for 2025. This is below both the North Yorkshire and national comparable figures.

Key Stage 4 - Average Attainment 8 Score			
	Richmond	North Yorks	National
2022	48.2	50.3	48.8
2023	44.2	46.8	46.3
2024	43.4	46.8	45.9
2025	42.0	46.5	46.1

The percentage achieving a grade 5 or above (grading is 9-1) in English and Maths (Basics measure) was 35.7% for 2025. This is below both the national and the North Yorkshire comparable figures.

Key Stage 4 - Percentage achieving a grade 5 or above in English and Maths			
	Richmond	North Yorks	National
2022	48.1%	53.8%	49.8%
2023	39.5%	46.0%	45.3%
2024	38.2%	47.7%	45.9%
2025	35.7%	46.8%	45.4%

3.7 Not in education, employment or training

There were 942 young people recorded in Year 11 living in this committee area in May 2025 and of this cohort only 14 (1.5%) were not in education, employment or training after leaving school. The figure compares favourably with the overall North Yorkshire figure of 1.6% for the same period.

4.0 Suspension Incidents and Permanent Exclusions

4.1 Suspension Incidents

In the 2024/25 academic year, there have been a total of 9566 suspensions for a total of 2808 individual children in North Yorkshire, 550 of these children were on roll of mainstream schools in the Richmond committee area.

Suspension Incidents								
Academic year	Pupils suspended			Total Suspensions			Reason for suspension	
	North Yorkshire	Richmond (mainstream)	Percentage of North Yorkshire total (pupils)	North Yorkshire	Richmond (mainstream)	Percentage of North Yorkshire total (incidents)	Most common reason (Richmond)	Most common reason (North Yorkshire)
2018/19	2149	314	15%	5970	824	13.80%	Persistent disruptive behaviour (53.4%)	Persistent or general disruptive behaviour (48.7%)
2019/20	1578	250	16%	4365	674	15.44%	Persistent or general disruptive behaviour (43.0%)	Persistent or general disruptive behaviour (48.2%)
2020/21	1578	276	17%	3553	588	16.55%	Persistent or general disruptive behaviour (32.0%)	Persistent or general disruptive behaviour (40.0%)
2021/22	2046	363	18%	5197	897	17.26%	Persistent or general disruptive behaviour (40%)	Persistent or general disruptive behaviour (45.5%)
2022/23	2753	532	19%	7639	1559	20%	Persistent or general disruptive behaviour (55.8%)	Persistent or general disruptive behaviour (48.2%)
2023/24	3114	605	19%	9960	2111	21%	Persistent or general disruptive behaviour (63.9%)	Persistent or general disruptive behaviour (53.4%)

2024/25	2808	550	20%	9566	1939	20%	Persistent disruptive behaviour (64.7%)	Persistent disruptive behaviour (56.7%)
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In 2024/25, schools in the committee area had a 16% share of the total schools' population in North Yorkshire but had a 20% share of suspensions for the whole county.

4.2 Permanent exclusions

In 2024/25, there were 123 permanent exclusions from all schools in the county, 33 of which were for children in Richmond mainstream schools.

Academic year	Richmond	North Yorkshire	Percentage of North Yorkshire total
2018/19	15	87	17%
2019/20	15	51	29.41%
2020/21	3	26	11.54%
2021/22	13	55	23.64%
2022/23	23	96	24%
2023/24	29	121	24%
2024/25	33	123	27%

In 2024/25, schools in the committee area had a 16% share of the total schools' population in North Yorkshire but had a 27% share of permanent exclusions for the whole county.

4.3 Responding to increasing exclusion from schools

It is important to note that the decision to suspend or permanently exclude from school can only be made by the school's headteacher as a last resort. Schools also have a responsibility to monitor attendance and exclusions of pupils.

A new Inclusive Mainstream Toolkit has been launched by NYC to support educational professionals in the planning for and meeting the needs of children and to prevent exclusion from the educational process.

The North Yorkshire response has also included outreach support for schools through SEND Locality Hub teams, offering outreach services for children at risk of suspension or permanent exclusion.

5.0 Special Education Needs and Disabilities

5.1 SEN Statistics for Committee Area

There are 1072 children in the constituency with a North Yorkshire funded EHC plan (December 2025), this equates to 16.9% of the North Yorkshire total. The most common needs are:

- Autism (46%)
- Social Emotional and Mental Health (SEMH, 21%)
- Speech Language and Communication (SLCN, 12%)

There were 2013 children in the constituency with SEN Support in North Yorkshire schools, 2025 School Census (January), this equates to 18% of the North Yorkshire total. The most common needs are:

- Speech, Language and Communication (SLCN, 19.7%) (19.5% in North Yorkshire)
- Social Emotional and Mental Health (SEMH, 19.2%) (20.4% in North Yorkshire)
- Specific Learning Difficulties (e.g. Dyslexia), 19% (21.5% in North Yorkshire)

5.2 Increasing demand for Education, Health and Care plans (EHC plans)

Requests for Education, Health and Care plans (EHC plans) remain at a high level.

The 2024/25 academic year saw 1220 requests for assessment for an EHC plan received, which was very similar to the number received in 2023/24 (1196). 206 (20%) were for children or young people living in the committee area in 2024/25, a similar number to the 219 in 2023/24.

Significant work has been undertaken to improve and maintain the timeliness of conducting statutory assessment of children and young people's special educational needs.

5.3 SEND provision

The Council's ambition for children and young people with SEND is set out in the Local Area SEND Strategy 2023-2026. Key to the strategy is making sure that children have the opportunity to achieve good outcomes, attend a school close to home where they can make friends and connections in their local community and be prepared for a fulfilling adult life.

Whilst the SEND system nationally and locally remains challenging, the council continues to work proactively to support children and families to have their needs identified and met. The number of children identified as having SEND, is continuing to rise rapidly.

The council has a duty to keep its SEN provision under review and build capacity so that children with SEN can access suitable provision. Recently the council have worked with partners and schools to develop the Inclusive Mainstream Toolkit to support practitioners in meeting needs of children in mainstream settings. The council also has a well-developed £20.5m capital programme that is in the process of being reviewed and updated. Current commitments include strengthening the offer in mainstream schools through rolling out Targeted Mainstream Provision (TMP) as well as creating more special school places across the county and improving existing facilities for children.

The council successfully bid for a new special school in Northallerton that will serve surrounding areas including the Richmondshire committee area. Following a national review by the DfE, the council have been offered the opportunity to accept a capital grant instead of proceeding with the planned special school. Having considered the offer, the Executive have determined to decline the grant and request that the DfE proceed as planned and build the special school. The DfE will clarify the new delivery plan and timeline. Additionally, The Dales School have received capital investment of c.£250k to provide a small increase in capacity and to further enhance the facilities available to children attending the school. Dialogue continues between schools and the council to explore the possibility of further increasing the number of TMP places in line with future demand forecasts. A new wave of applications is being requested from schools before the end of April 2026.

6.0 Elective Home Education

Total EHE

As of the beginning of the 2025/26 academic year there were 1257 children recorded as Electively Home Educated (EHE) in North Yorkshire, 154 (12.3%) of which were formerly from a mainstream school in Richmond AC. At the same point last year, there were 1125 children EHE in North Yorkshire, 150 (13.3%) formerly from a mainstream school in Richmond AC.

	Richmond EHE at 1st September	Richmond Percentage of all North Yorkshire EHE	Total North Yorkshire EHE
2024/25	150	13.3%	1125
2025/26	154	12.3%	1257

In 2025/26, schools in the committee area had a 16% share of the total schools' population in North Yorkshire and had a 12.3% share of electively home educated children and young people for the whole county.

Becoming EHE

In the 2024/25 academic year, 888 children became EHE in North Yorkshire, 121 of which were formerly educated in a mainstream school in the Richmond AC. This figure in the previous academic year (2023/24) was 116 from Richmond AC out of 821 becoming EHE in North Yorkshire.

Parents have the offer of a pre-decision meeting to ensure parents fully understand their legal obligations. Furthermore, school staff and governing boards have the opportunity to access training to support children who are not engaging in education.

The Children's Wellbeing and Schools Bill has raised plans for increased responsibilities and powers for LAs regarding the EHE process, as part of multi-agency involvement in the safeguarding of children.

7.0 School Finance

7.1 2024/2025 School Revenue Balances

Local Authority maintained school revenue balances as at 31 March 2025 are summarised below, together with a comparison with 2024. The balances are also expressed as a percentage of school delegated budgets.

	Primary & Nursery 143 schools	Secondary 12 schools	Special 5 schools	Pupil Referral Unit 4 schools	Total 164 schools
Total School Revenue Balances (Net) as at 31 March 2025	£13,863k	£158k	-£1,549k	£907k	£13,379k
% of Revenue Budget	12.0%	0.3%	-14.4%	35.7%	7.3%
No. Schools with an Accumulated Revenue Budget Surplus as at 31 March 2025	121	8	4	4	137
No. Schools with an Accumulated Revenue Budget Deficit as at 31 March 2025	22	4	1	0	27
<i>Comparison to total school revenue balance (net) as at 31 March 2024</i>	+£152k	+£902k	+£119k	+£97k	+£728k

(The number of school budgets submitted to the local authority for 2024/25 is lower than the total number of local authority maintained schools operating within North Yorkshire due to a number of school federations operating a single, amalgamated budget covering all of the schools within the federation)

27 schools (16% of LA Maintained schools) had an accumulated revenue budget deficit totalling £5.6M as at 31 March 2025. An analysis of the budget deficits by school phase is detailed in the table below:

	Primary & Nursery	Secondary	Special	Pupil Referral Unit	Total
No. Schools with an Accumulated Revenue Budget Deficit as at 31 March 2025	22	4	1	0	27
Total School Revenue Deficit Balances as at 31 March 2025	-£1,360k	-£2,290k	-£1,956k	N/A	-£5,606k
Average Value of Accumulated Revenue Budget Deficit as at 31 March 2025	-£62k	-£573k	-£1,956k	N/A	-£208k
Highest Accumulated Revenue Budget Deficit as at 31 March 2025	-£237k	-£969k	-£1,956k	N/A	-£1,956k
Lowest Accumulated Revenue Budget Deficit as at 31 March 2025	-£1.3k	-£229k	-£1,956k	N/A	-£1.3k

7.2 School Budget Projections - Based on 2025/26 Start budgets

The 2025/26 Start Budgets submitted to the local authority by schools in May 2025 are summarised below:

	Primary & Nursery	Secondary	Special	Pupil Referral Unit	Total
	142 schools	12 schools	5 schools	4 schools	163 schools
Total Forecast School Revenue Balances (Net) as at 31 March 2026	£9,728k	-£1,456k	-£1,871k	£670k	£7,071k
No. Schools with an Accumulated Forecast Revenue Budget Surplus as at 31 March 2026	122	5	3	3	133
Average Value of Accumulated Forecast Revenue Budget Surplus as at 31 March 2026	£94k	£263k	£86k	£233k	£103k
No. Schools with an Accumulated Forecast Budget Deficit as at 31 March 2026	20	7	2	1	30
Average Value of Accumulated Forecast Revenue Budget Deficit as at 31 March 2026	-£87k	-£396k	-£1,064k	-£31k	-£222k
<i>Comparison to total school revenue balance as at 31st March 2025</i>	<i>-£4,135k</i>	<i>-£1,614k</i>	<i>-£322k</i>	<i>-£237k</i>	<i>-£6,308k</i>

(The overall number of individual school budgets have reduced from 164 to 163 between the 2024/25 and 2025/26 financial years due to 14 schools converting to academy status and 2 schools closing).

7.3 School Finance and Funding Issues

- The Department for Education (DfE) usually publishes the National Funding Formula (NFF) allocation in July to help schools with their planning as early as possible, however the DfE stated that this was not possible due to the timing of the multi-year Spending Review concluding in June 2025. Outline 2026-27 NFF funding information was provided in mid-November 2025 with indicative allocations expected later in Autumn 2025.
- The DfE have confirmed that there are no structural changes to the schools NFF for 2026-27, with no changes to the NFF factors and how they operate compared to 2025-26. The NFF factor values will broadly increase by c2% for the 2026-27 financial year. The DfE have prescribed that local authorities are required to set the minimum funding guarantee funding (MFG) protection between minus 0.5% and 0% for the 2026-27 financial year. The overall funding requirement for 2026-27 school budgets, and the associated affordability

within the 2026-27 schools block DSG funding provision, cannot be finalised until the actual 2026-27 schools block DSG allocation is received in December 2025

- School budgets have experienced significant cost pressures in the 2025/26 financial year, this position is expected to continue for the 2026/27 financial year. Cost pressures include:
 - Below forecast inflation increases in school funding provided by Government for the 2024/25 and 2025/26 financial years
 - Cost pressures associated with supporting an increasing number of pupils with additional SEND support needs.
- North Yorkshire secondary schools are placed 142 out of 151 local authorities in terms of funding level per pupil. On average, a school in North Yorkshire will receive £6,849 per pupil in 2025-26 compared to a national average of £7,450. Comparing the funding for a 1,500 pupil secondary school this equates to a difference in funding of £0.9m. The funding for North Yorkshire primary schools is more favourable with a position 35 out of 151 local authorities in terms of the funding level per pupil. For primary schools, a North Yorkshire school will receive on average £5,812 per pupil compared to a national average of £5,704. The average funding position in relation to primary schools in North Yorkshire is influenced by the levels of the lump sum and sparsity funding received through the DfE National Funding Formula by the relatively high number of small, rural primary schools within the local authority area.
- North Yorkshire has a number of schools that, geographically, are vital in serving their local communities. Inadequate sparsity funding and general financial pressures for smaller, rural secondary schools continue to be a significant concern. NYC utilises the provision in the DfE National Funding Formula (NFF) to locally provide additional lump sum funding of £50k for the smallest (less than 350 pupils), most rural secondary schools. NYC continues to lobby the DfE and local MPs for higher levels of funding for the small, rural secondary schools within the LA.

7.4 Local Authority Support for Schools in Financial Difficulty

- The Local Authority adopts a number of measures to support schools facing financial difficulty:
 - the use of a financial risk rating framework to determine the level of support, challenge and intervention undertaken at individual school level,
 - meetings are held with the headteacher and Chair of Governors of schools forecasting an accumulated budget deficit in either the current or the next financial year, where no financial recovery is forecast to discuss the actions planned by the school to address the forecast budget deficit
 - the escalation path for financial intervention including the use of Notices of Financial Concern, where deemed appropriate. Currently, eight schools are subject to a Notice of Financial Concern.
 - the undertaking of School Resource Management reviews in individual schools where this has been identified as an appropriate intervention through the risk rating process. The reviews are either commissioned from the DfE or undertaken by LA staff with the SRMA accreditation and based on the DfE School Resource Management Adviser (SRMA) model.

- continuing to undertake research into small school financial effectiveness to identify and share best practice
- review of the Schools Financial Value Standard (SFVS) and Resource Management dashboard in financially challenged schools
- continuing the promotion of school collaboration and the sharing of best practice in terms of effective resource management between schools
- the provision of Headteacher and Governor finance briefings and training
- continuing to lobby DfE for fairer funding for North Yorkshire schools, especially in relation to small, rural secondary schools.

7.5 Schools Financial Position – Richmond

2024/25	2025/26
<p>30 schools in budget surplus as at 31 March 2025 3 schools in deficit by March 2025; 9% of schools in Richmond (1 primary, 2 secondary)</p> <p>Average primary surplus = £148k Average secondary surplus = £316k Average special surplus = £107k Average PRU surplus = £183k</p> <p>Average primary deficit = -£72k Average secondary deficit = -£599k Average special deficit = N/A Average PRU deficit = N/A</p> <p>(Data Source – 2024/25 Consistent Financial Reporting (CFR))</p>	<p>28 schools projecting to be in budget surplus as at 31 March 2026 5 schools projecting to be in deficit by March 2026; 15% of schools in Richmond (2 primary, 3 secondary)</p> <p>Projected average primary surplus = £106k Projected average secondary surplus = N/A Projected average special surplus = £78k Projected average PRU surplus = £4k</p> <p>Projected average primary deficit = -£23k Projected average secondary deficit = -£471k Projected average special deficit = N/A Projected average PRU deficit = N/A</p> <p>(Data Source – 2025/26 Start Budgets)</p>

8.0 Planning school places

8.1 School sustainability

The sustainability of schools is largely influenced by three key factors which are usually related to each other:

- Falling pupil rolls
- School standards
- Financial difficulty

Where school closures have occurred in North Yorkshire these factors have been relevant. During the period 1 September 2022 to 31 August 2025 there have been eleven school closures within the county. The following three of which have occurred in the committee area:

- Wavell Community Junior School, closed with effect from 7 April 2024
- Hackforth and Hornby CE VC Primary School, closed with effect from 31 August 2025 and
- Kirkby Fleetham CE Primary (an academy), closed with effect from 31 August 2025

The closure of Wavell Community Junior School was a technical closure that was undertaken to enable its amalgamation with Wavell Community Infant School to form Wavell Community Primary School. However, the closures of Hackforth and Hornby CofE VC Primary and Kirkby Fleetham CE Primary Schools arose as a result of the very low numbers of pupils attending each school.

On 30 June 2025, the Governing Board of the federation of Bainbridge CofE VC Primary, Askrigg CofE VC Primary and West Burton CofE VC Primary Schools (BAWB) requested that the council undertake a consultation in respect of the closure of West Burton CofE VC Primary School as part of a series of school organisation changes to ensure that the federation is compliant with the School Admissions and Registration Regulations (see below). A statutory process has been undertaken by the council and on 17 March the Executive Member for Education, Learning and Skills will consider a report arising from that process and will determine whether to proceed with the closure with effect from 31 March 2026.

8.2 Pupil rolls – current and future

In accordance with the Education Act, 1996 the Council has a statutory duty to ensure sufficient school places are available for every child.

In accordance with guidance issued by the DfE the strategic planning of school places is undertaken on the basis of ‘planning areas,’ which represent groups of associated schools which are aligned in terms of issues such as geography, transport links and patterns of parental preference. The council previously considered the strategic planning of primary school places via a total of 58 planning which had developed over a significant period.

A review of the former planning areas was undertaken during 2025 arising, in part, from criticisms of their relevance during the annual reporting to Area Committees during the 2025 annual reporting round. In January 2026, the DfE approved an application from the council to implement revised planning areas via which the future monitoring and planning of primary school places will be undertaken. The revised planning areas will be used for the purpose of future reporting to the Committee.

The planning areas utilised by the council for the purpose of forecasting secondary school places have not been amended and remain as previously reported.

Appendix 1 shows the planning areas that were in use for the Richmond Committee area as at 31 August 2025, together with: -

- The schools and academies in each planning area
- Capacity in the planning area
- Current numbers on roll
- Projected future numbers
- Projected impact of approved housing developments with planning approval (the forecasts in Appendix 1 do not include additional pupils yielded from housing developments that do not yet have planning approval.)

The Council’s pupil number forecasts indicate that the total number of pupils attending schools and academies within North Yorkshire will decline by 3.6% between 2024-2025 and 2029-30. The decline in pupil numbers is not, however, expected to be consistent across the county; arising from higher levels of housing development it is expected that a small number

of areas in the county may experience an increase in the demand for school places whilst in other areas the decline in pupil numbers is forecast to be significantly in excess of the forecast average rate of decline.

The area covered by the Richmond Area Committee has two principal development areas, Northallerton and Catterick Garrison, but is largely characterised by rural villages and sparsely populated areas, which are served by small schools.

The council regularly reviews its forecasts of pupil numbers, taking account of both the birth rate and the additional number of new pupils that are expected to arise from the development of new housing.

The declining birth rate combined with other demographic changes means that several small schools are facing financial challenges associated with low numbers on roll. In the committee area, there are examples of schools working innovatively to mitigate these challenges, including in federations.

In those areas where new housing is proposed, and which is forecast to result in there being a shortfall of school places then the council seeks developer contributions (in the form of both Section 106 and CIL) towards the cost of providing those additional places.

8.3 School Organisation Issues

With effect from September 2025, Wensleydale School formerly closed its sixth form. This decision was taken in response to the low numbers who had been on roll at the sixth form which had, in turn, presented challenges in maintaining a viable post-16 provision in terms of quality of experience, subject breadth and financial viability.

8.4 Compliance with School Admissions and Registration Regulations

Arising from legal advice received about the requirements arising from School Admissions and Registration Regulations the council has been working with the federated governing boards of the following federations to support them in the development of proposals to ensure that their organisation arrangements are compliant:

- [BAWB \(Bainbridge, Askrigg and West Burton\) Federation](#)
- [Reeth and Gunnerside Schools Federation](#)
- [The Federation of Middleham \(VA\) & Spennithorne \(VC\) CE Primary Schools](#)

Following the receipt of proposals from each of the federated governing boards the council has undertaken statutory processes in respect of the arrangements at each federation.

On 17 March the Executive Member for Education, Learning and Skills will consider a report arising from the processes and will determine whether to proceed with the following proposals:

BAWB (Bainbridge, Askrigg and West Burton) Federation

- That the age range of Bainbridge Church of England Primary should be changed from 3-11 to 3-7 such that it should become Bainbridge Church of England Infant and Nursery School
- That the age range of Askrigg Voluntary Controlled Primary School should be changed from 4-11 to 7-11, such that it should become Askrigg Voluntary Controlled Junior School
- That West Burton Church of England (Voluntary Controlled) Primary School should be closed; and
- That the two remaining schools should have a shared catchment area that comprises an amalgamation of the current catchment areas of the three schools.

- The PAN will be 15 at each school, to reflect the pupil forecast.

Reeth and Gunnerside Schools Federation:

- That the age range of Reeth Community Primary School is changed from 3-11 to 3-7, such that the school becomes Reeth Community Infant School
- That the age range Gunnerside Methodist (Voluntary Controlled) Primary School is changed from 4-11 to 7-11, such that the school becomes Gunnerside Methodist (Voluntary Controlled) Junior School
- That the schools would have a shared catchment area, comprising an amalgamation of the existing schools' current catchment areas
- The Local Authority approves through its discretion a 'nearest gate in the federation' policy for home school transport, which would be conditional upon the federation continuing to provide support with inter-school transport where that is required.
- The PAN will be 15 at each school, to reflect the combined pupil forecast.

The Federation of Middleham (VA) & Spennithorne (VC) CE Primary Schools:

- That the age range of Spennithorne Church of England (Voluntary Controlled) Primary School be changed from 4-11 to 4-7 such that the school becomes Spennithorne Church of England Infant School
- That the age range of Middleham Church of England (Voluntary Aided) Primary School be changed from 4-11 to 7-11 such that the school becomes Middleham Church of England (Voluntary Aided) Junior School
- That the schools would have a shared catchment area, comprising an amalgamation of the existing schools' current catchment areas
- The PAN will be increased to 20 places at each school
- That the status of Spennithorne Church of England School is changed from Voluntary Controlled to Voluntary Aided.

Home to school travel discretionary arrangements

That the Council provides discretionary travel for children, already assessed as eligible for travel *and* on roll at schools on 1 September 2026, within the BAWB (Bainbridge, Askrigg and West Burton) Federation, Reeth and Gunnerside Schools Federation and The Federation of Middleham (VA) & Spennithorne (VC) CE schools for the duration of their education at the schools within the federation, subject to there being no change in their circumstances.

8.5 Aiskew Leeming Bar CofE VC Primary and Leeming and Londonderry Community Primary Schools

Aiskew Leeming Bar CofE VC Primary and Leeming and Londonderry Community Primary Schools form part of the Synergy Federation of Schools.

Arising from the low number of pupils on the rolls of each school the federated governing board of the Synergy Federation submitted proposals to the Council for the amalgamation of the schools. The council has undertaken a statutory process in respect of the proposals, which included a public consultation exercise that was undertaken during the Autumn Term.

On 17 March the Executive Member for Education, Learning and Skills will consider a report arising from the processes and will determine whether to proceed with the following proposals:

- That Aiskew Leeming Bar Church of England (Voluntary Controlled) Primary School and Leeming and Londonderry Community Primary School amalgamate with effect from 13 April 2026
- That this would be achieved through the technical closure of Leeming and Londonderry Community Primary School and the expansion of Aiskew Leeming Bar Church of England (Voluntary Controlled) Primary School onto an additional site (the Leeming and Londonderry school site)
- That the schools would have a shared catchment area, comprising an amalgamation of the existing schools' current catchment areas
- The PAN for the school will be 15.

9.0 Recommendation

9.1 That Members note the report on educational factors in the Richmond committee area.

Authors:

Jon Holden, Head of School Organisation and Transport
Amanda Fielding (Assistant Director – Education and Inclusion)
Howard Emmett (Assistant Director – Strategic Resources)

Appendix 1 - School Place Planning data

Planning Areas and forecast surplus/shortfall school places as of 31 August 2025

- School planning areas are groups of schools which are used for assessing current and future pupil demand for school place provision and structured according to DfE guidelines.
- Figures below assume all outstanding housing permissions are built out over a five-year period, but do not include undetermined planning applications or draft Local Plan proposals.
- Pupil yield from housing is based on 25% for primary aged pupils and 13% for secondary aged pupils.

School planning area	Places available as of 2024/2025	Number on Roll 2020/2021	Number on roll 2024/2025	Surplus Capacity 2024/2025	Forecast pupils as of 2029/2030	Projected Pupils from current housing permissions until 2029/2030	Forecast/ Surplus capacity 2029/30
*School located in a neighbouring committee area							
PRIMARY							
Bedale • Bedale CE	420	350	319	101	318	21	81
Bedale Outer Area • Aiskew, Leeming Bar CE • Burneston CE (VA) • Crakehall CE Primary • Hackforth and Hornby CE (School closed 31 August 2025) • Hunton and Arrathorne CP • Leeming and Londonderry CP • Leeming RAF CP • Snape CP • St. Nicholas CE Primary, West Tanfield • Thornton Watlass CE	963	598	634	329	615	81	267
Total	1383	948	953	430	933	102	348

Catterick Garrison • Carnagill CP • Le Cateau CP • Wavell Community Primary • Cambrai Primary Academy	1346	1178	964	382	886	8	452
Catterick Outer Area • Bolton-on-Swale St Mary's CE • Colburn CP • Hipswell CE Primary • Michael Syddall CE (Aided)	818	705	647	171	504	86	228
Total	2164	1883	1611	553	1390	94	680

School planning area							
*School located in a neighbouring committee area	Places available as of 2024 2025	Number on Roll 2020/2021	Number on roll 2024/2025	Surplus Capacity 2024/2025	Forecast pupils as of 2029/2030	Projected Pupils from current housing permissions until 2029/2030	Forecast/ Surplus capacity 2029/30
Northallerton <ul style="list-style-type: none"> • Alverton CP • Applegarth Primary • Broomfield School • Mill Hill CP • Romanby Primary • Sacred Heart RC • Oakbridge CE Primary 	1534	1229	1205	329	1039	56	439
Northallerton Outer Area <ul style="list-style-type: none"> • Ainderby Steeple CE • Appleton Wiske CP • Brompton CP • East Cowton CE • Great Smeaton Academy • Kirkby Fleetham CE (school closed 31 August 2025) • Osmotherley Primary • South Otterington CE * 	813	577	549	264	468	98	247
Total	2347	1806	1754	593	1507	154	686

Stokesley Primary Area <ul style="list-style-type: none"> • Stokesley Primary 	359	204	213	146	192	31	136
Stokesley Primary Outer Area <ul style="list-style-type: none"> • Bilsdale Midcable Chop Gate CE • Carlton & Faceby CE VA • Hutton Rudby • Ingleby Greenhow CE VA • Kirkby & Great Broughton CE VA • Marwood CE VC Infant • Roseberry Academy 	856	717	677	179	659	22	175
Total	1215	921	890	325	851	53	311

Thirsk Outer Area <ul style="list-style-type: none"> • Alanbrooke School* • Carlton Miniott Primary Academy* • Knayton CE Academy* • Sessay CE VC Primary* • South Kilvington CE Academy* • Topcliffe CE Academy* • Dishforth CE* • Pickhill CE 	912	819	756	156	689	30	193
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School planning area	Places available as of 2024/2025	Number on Roll 2020/2021	Number on roll 2024/2025	Surplus Capacity 2024/2025	Forecast pupils as of 2029/2030	Projected Pupils from current housing permissions until 2029/2030	Forecast/Surplus capacity 2029/30
*School located in a neighbouring committee area							
Swaledale Primary <ul style="list-style-type: none"> • Brompton-on-Swale CE Primary • Middleton Tyas CE • Richmond Methodist • St Mary's RC Primary • Trinity Academy Richmond 	1196	960	840	356	724	25	447
Swaledale Primary Outer Area <ul style="list-style-type: none"> • Barton CE Primary • Croft CE Primary • Eppleby Forcett CE • Gunnerside Methodist • Melsonby Methodist • North & South Cowton CP • Ravensworth CE Primary • Reeth CP 	525	356	342	183	329	26	170
Total	1721	1316	1182	539	1053	51	617

Wensleydale Primary <ul style="list-style-type: none"> • Leyburn Primary 	210	181	169	41	153	27	30
Wensleydale Primary Outer Area <ul style="list-style-type: none"> • Askrigg VC Primary • Bainbridge CE Primary & Nursery • Hawes Primary • Middleham CE • Spennithorne CE Primary • West Burton CE Primary 	480	254	228	252	205	24	251
Total	690	435	397	293	358	51	281

School planning area *School located in a neighbouring committee area	Places available as of 2024/2025	Number on Roll 2020/2021	Number on roll 2024/2025	Surplus Capacity 2024/2025	Forecast pupils as of 2029/2030	Projected Pupils from current housing permissions until 2029/2030	Forecast/ Surplus capacity 2029/30
SECONDARY							
Bedale • Bedale High School	842	488	575	267	499	24	319
Catterick • Risedale School	953	576	537	416	393	24	536
Northallerton • Northallerton School & 6 th F	1250	1039	1051	199	1127	52	71
Stokesley • Stokesley School	1269	1142	1059	210	1113	16	140
Swaledale • Richmond School • St Francis Xavier School	2260	1891	1898	362	2047	24	189
Wensleydale • The Wensleydale School	492	306	389	103	410	16	66

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North Yorkshire Council

Richmond Yorks Area Committee

2 March 2026

Updates from the previous meeting

1.0 PURPOSE

1.1 To advise of any updates to matters considered at the meeting of the Committee held on 10 November 2025.

2.0 Request for an update on the workload and resources of the Planning team serving this Committee's area

2.1 This matter was raised by Councillor Thompson. The Development Service Manager and the Head of Development Management had arranged to meet with Councillor Thompson to discuss his concerns and determine if any further action was required.

3.0 A684, Morton Flatts and River Swale flooding update

3.1 The Highways team confirmed that the project has been complete. This has now been removed from the Committee's work programme.

4.0 Adherence by contractors to the terms of Streetworks permits

4.1 The Executive Member for Highways and Transportation advised that he had regular contact with NYC officers who monitor/enforce the use of permits and has spoken with the Councillor who raised the issue.

5.0 Update from Waste and Street Scene operations with particular reference to litter and dog waste bin emptying and removal of litter bins

5.1 An update from the Waste and Street Scene team was circulated by email to Members on 17 December 2025 as follows:

Litter bin collections in Romanby

Following an investigation, we identified that recent changes to street scene collection schedules caused some confusion between the household refuse crews and the Street Scene team. Both teams were emptying bins during the same week, which led to missed collections on alternate weeks. This has now been resolved, and responsibilities have been clarified to prevent this from happening again.

We apologise if there have been difficulties in reporting concerns. Residents can report street bins via [our online form on the website](#) or by calling Customer Services on 0300 131 2 131. We acknowledge that responses to online reports have not been as timely as expected, and we have now implemented a new process to ensure residents receive confirmation.

Councillors can report issues or forward emails from residents to wasteandstreetsceneham@northyorks.gov.uk, which is monitored five days a week.

The situation will continue to be closely monitored to maintain service standards and promptly address any further issues.

Waste bins, Stokesley

The bin at Malvern Drive (near Roseberry Drive) was removed a couple of months ago because it was frequently buried inside a hedge, making it difficult to access and maintain. The bin at Carricks Corner was removed earlier in the summer. Both bins were assessed as being underused.

We're sorry for the lack of communication around these changes. We recognise that this has not been ideal and we will in future liaise with parishes about changes to litter bins. If you have any suggestions or requests for alternative locations, please let us know. If the bins are still in good condition, we will consider all suggestions.

In addition, the Waste and Street Scene Locality Manager attended a Stokesley Town Council meeting on 11 December 2025 to update on operations.

6.0 Update regarding the request for the Mayor to attend the March meeting

- 6.1 Members agreed to ask the Mayor to attend the March meeting to provide a briefing on the bus franchising pilots.
- 6.2 A report on this subject was presented to the YNYCA on 28 November and [is available on the CA website](#). The report states that the pilots are “desktop pilot studies that will examine the case for bus franchising and the workable structures for a bus franchising scheme, based on an exploration of community needs for bus services in five areas”. The Richmondshire and Northallerton area is one of the areas to be included in the studies.
- 6.3 From the report, it appears that there would be limited progress by March and, as the Mayor has confirmed attendance at the September meeting, the Chair and Vice Chair agreed to wait until that date.

7.0 Banking hub for Stokesley

- 7.1 On 1 January 2026 it was reported on the [Hambleton Today news site](#) that the Rt Hon Rishi Sunak MP had written to LINK asking for an explanation on how the decision was reached not to open a banking hub in Stokesley.

8.0 RECOMMENDATION

- | |
|-------------------------------|
| 8.1 That the report be noted. |
|-------------------------------|

Author of report – Nicki Lishman, Senior Democratic Services Officer

Richmond Area Committee Work Programme 2026-27

2 March 2026 at 10am

Update from the MP	
Receipt of a petition for congestion relief on the A6136 in Catterick	
Update on Catterick Integrated Care Campus	Lisa Pope, NHS Humber and North Yorkshire Integrated Care Board
Schools, educational achievement and finance annual update	Annual Update – Jon Holden, Assistant Director, Education & Skills (information item)
Work Programme 2026-27	To consider the Committee’s Work Programme

Monday 29 June 2026 at 10am

Election of a Chair	
Election of a Vice Chair	
Update from the MP	
Update on local Town Investment Plans progress	Joe Russell, Principal Regeneration Officer
Community Safety and CCTV	Paul Romans – email received 27 Jan
Resilience and emergencies update	Matt Robinson - tbc
Work Programme 2026-27	To consider the Committee’s Work Programme
Annual report 2025/26	For information only

Monday 21 September 2026 at 10am

Annual update on the work of the Mayor of York and North Yorkshire	Update on the work of the MCA
Update from the MP	
Localities update	Adele Wilson-Hope
Work Programme 2026-27	To consider the Committee’s Work Programme

Monday 30 November 2026 at 10am

Update from the MP	
Work Programme 2026-27	To consider the Committee’s Work Programme

25 January 2027 at 10am – Budget briefing	
	Gary Fielding, Corporate Director Resources

1 March 2027 at 10am

Update from the MP	
Schools, educational achievement and finance annual update	Annual Update – Jon Holden, Assistant Director, Education & Skills (information item)
Work Programme 2026-27	To consider the Committee’s Work Programme

Work Programme 2026-27

Issues identified for future work programme	
Parking charges	To monitor as the parking strategy evolves (Strategic parking principles to provide an overall framework for how the council would approach parking strategy and management adopted 19 Aug, local action plans start autumn 2025.)
Small schools	Review of educational outcomes at small schools – linked to the Young People’s Overview and Scrutiny Committee
Review of the Home to School Transport Policy	To consider the review of the new Home to School Transport Policy
Catterick Levelling Up Bid	A presentation on the successful Levelling Up Bid and the current position of the project
Scotch Corner	An update on the issues at Scotch Corner Roundabout Possibly for June or Sept dependent on the outcome of the RIS3 publication in March 2026, after which a precise start date and rollout plan will be confirmed.

Meeting dates 2026- 27

29 June 2026 – 10am

21 September 2026 – 10am

30 November 2026 – 10am

25 January 2027 – 10am - budget briefing

1 March 2027 – 10am